

# **TORRANCE CENTER**

**A Mixed Use Business Park  
City of Torrance, California**

## **Development Plan**

DEVELOPMENT PLAN

Torrance Center  
Conditional Use Permit  
City of Torrance, California

Prepared For: Torrance  
Center, A California  
General Partnership

Prepared By: SGPA Planning  
& Architecture

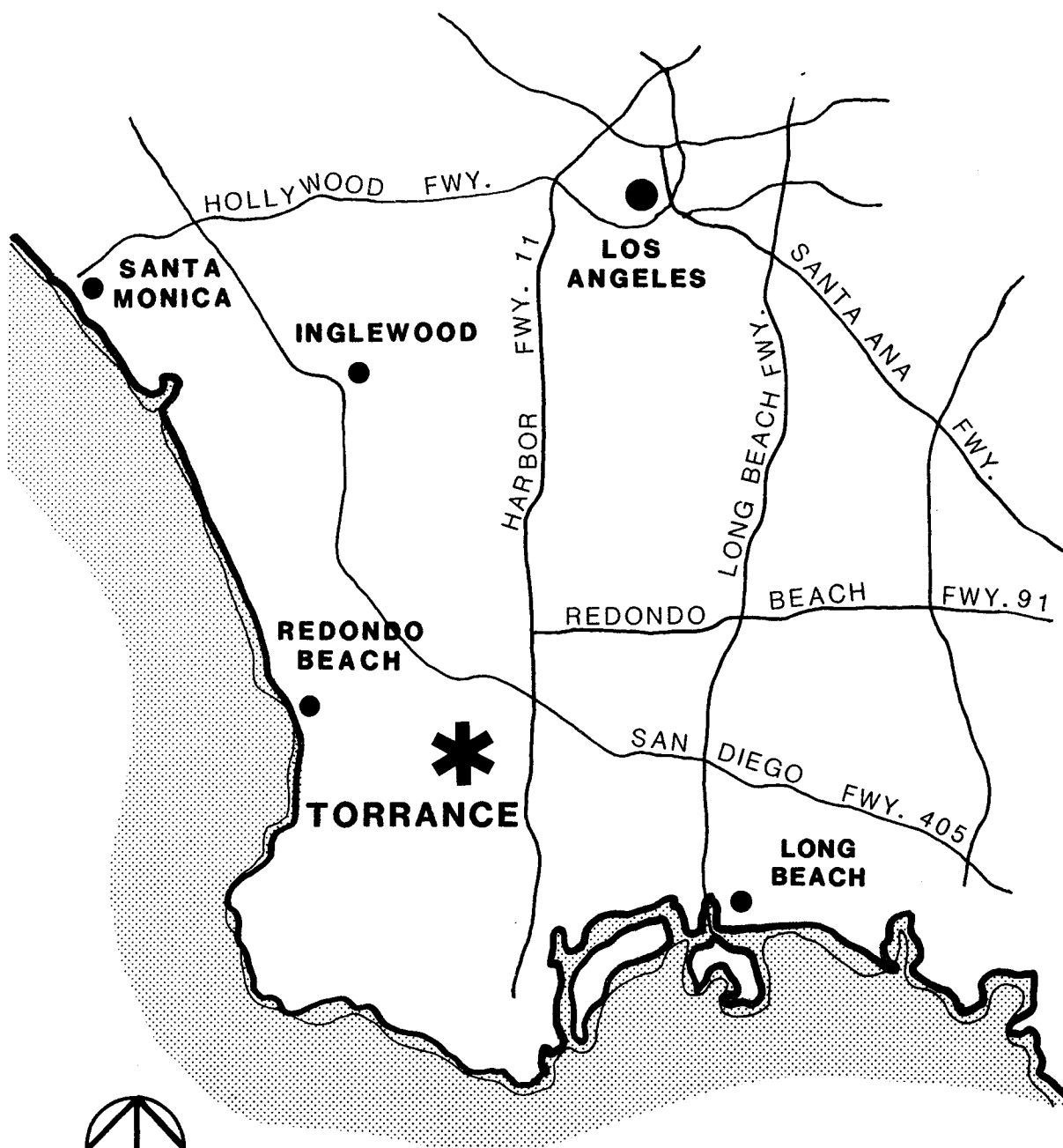
PROJECT OWNER..... Torrance Center  
A California General  
Partnership  
P.O. Box 83398  
San Diego, CA 92138  
(619) 450-4661

PROJECT DEVELOPER ..... Gascon Mar Ltd.  
21241 Western Ave.  
Torrance, CA 90501  
(213) 781-9122

LAND PLANNERS ..... SGPA Planning and Architecture  
P.O. Box 33326 (92103)  
1565 Hotel Circle South  
San Diego, CA 92108  
(619) 297-0131

CIVIL ENGINEERS ..... South Bay Engineering  
304 Tejon Place  
Palos Verdes Estates, CA 90274  
(213) 375-2556

LANDSCAPE ARCHITECTS ..... Kawasaki/Theilacker & Assoc.  
3776 4th Avenue  
San Diego, CA 92013  
(619) 298-7271

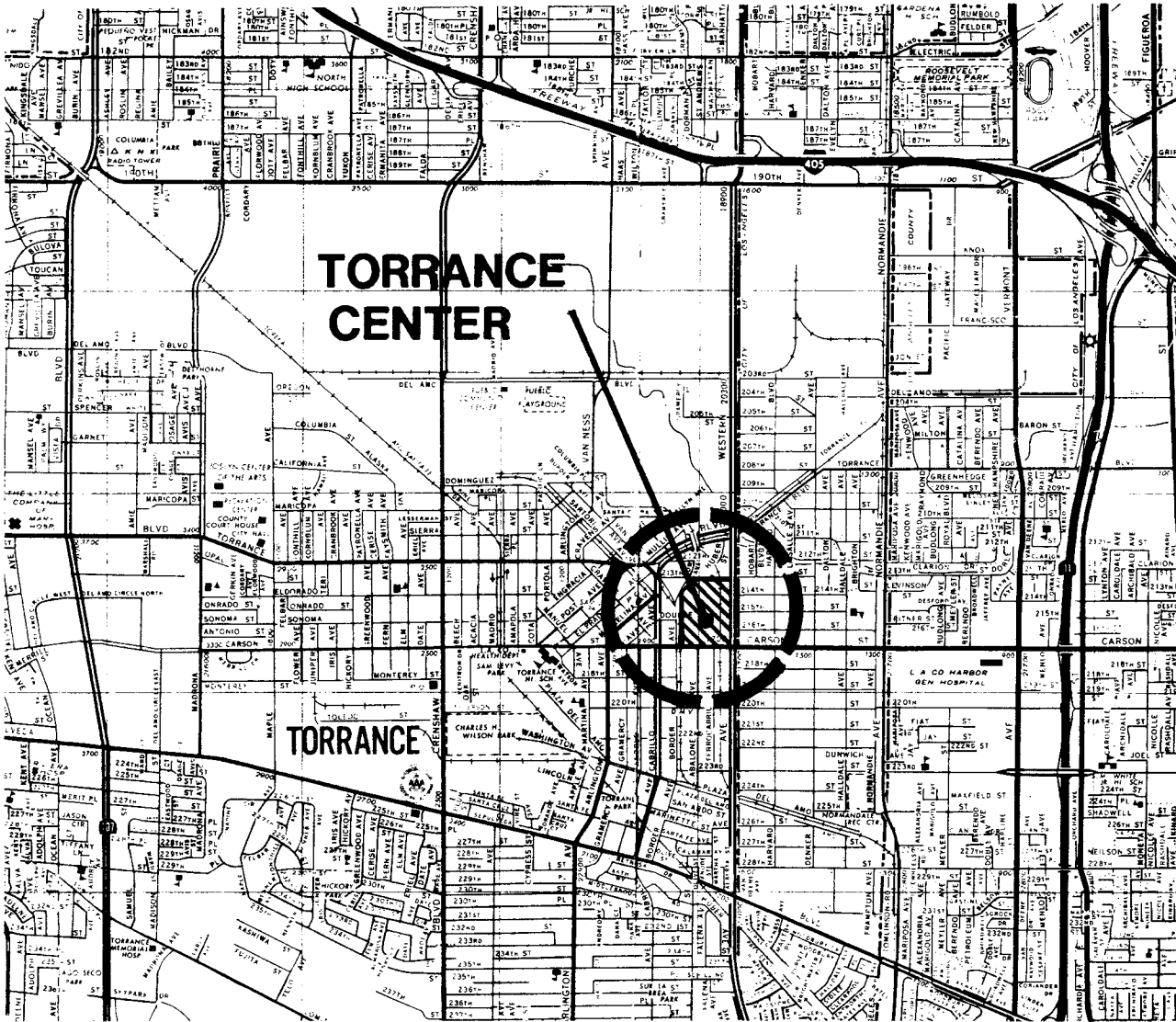


## Vicinity Map

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# Location Map

# Introduction

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## LOCATION

The project area is located in the City of Torrance in the southern portion of Los Angeles County. The site is part of the Torrance Industrial Redevelopment Project (IRD) that occupies approximately 292 acres on the eastern edge of the City. Torrance Center is a 36.12 acre site bounded by 213th Street, Western Avenue, Carson Street and Border Avenue/Bow Avenue.

Torrance Center is approximately ½ mile from both the San Diego (405) and Harbor (Route 11) freeways. Downtown Los Angeles is about 14 miles to the northeast and Los Angeles Harbor is about 10 miles to the southeast. Torrance Municipal Airport is approximately 3 miles to the southwest.

## CHARACTER

The City of Torrance was designed as a model industrial city by the famous Olmstead planning firm in 1912. Torrance was envisioned as a garden city that would provide an excellent living and working environment. The proximity to Los Angeles and San Pedro

Harbor attracted large industries which evolved into United States Steel, Armco Steel and the Southern Pacific Railroad.

In the past 70 years the city has grown from 2,500 acres to 12,800 acres. As the city grew to the west, the original downtown and industrial areas became antiquated. In 1979 the Downtown Redevelopment Project Area was formed to improve the old downtown area of the city and in 1983 the Industrial Redevelopment Project was adopted to renew the industrial core. The City of Torrance has maintained its garden city goals by providing a balance of commercial, residential, recreational and employment opportunities. For these reasons as well as its prime location, American Honda, Toyota National Headquarters, Garrett Airesearch and other major industries have located in Torrance.

Torrance Center is located at the old Armco Steel site. Demolition and salvage operations have been completed to prepare the site for development.

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Surrounding the site are:

North— 213th Street, Torrance Boulevard. American Honda and other business parks in the IRD.

East— Western Avenue is a principal arterial and will be a future State Route 213, separating the City of Torrance from the City of Los Angeles. There is a residential neighborhood on the east side of Western Avenue and commercial uses at the northeast corner of Western Avenue and Carson Street.

South— Carson Street is a 4-lane principal arterial linking Torrance with the Harbor Freeway. A mixture of commercial and industrial uses occur on the south side of Carson from the project site. This area is within the IRD, but the smaller parcel sizes in this area suggest redevelopment will occur at a smaller scale than that proposed for Torrance Center. A residential neighborhood is to the west of Cabrillo Avenue on the south side of Carson Street.

West— The Southern Pacific Railway, Bow Avenue and Border Avenue form the western boundary of the site. The older, small businesses to the west of the project are in the Torrance Downtown Redevelopment Area.

## PLANNING BACKGROUND

In 1983, the City of Torrance established an Industrial Redevelopment Project for the revitalization and rehabilitation of the industrial portion of the city. The City's goals are to:

- Guide development in the project area.
- Encourage "clean" industry.
- Encourage redevelopment by private landowners.
- Reconstruct and improve the public infrastructure.

In March of 1986 an initial meeting was held with the City Staff, the Developer and SGPA to establish the direction of the proposed project and to ensure that it would be consistent with the City's redevelopment goals. From this meeting a concept was developed for a high-quality commercial business park.

Following the meeting in March, a number of circulation and land use studies were prepared by SGPA. These studies reflected input from the City Staff and project consultants. Considerable attention was given to site entries, interior circulation,

compatibility of land use and density.

On May 15, City Staff reviewed several alternative concepts. From that review, it was determined that the design, land uses and densities in this Development Plan be formally presented to the City for Concept Approval and for a Conditional Use Permit (CUP).

Concurrent to the preparation of this document, the City has prepared an Environmental Assessment of the Plan to determine the environmental impacts that may affect the project.

This Development Plan reflects the refinement of many weeks of planning. It utilizes the site to its full potential and, when developed, will establish Torrance Center as a landmark in the City as well as the entire South Bay.





## PROPOSED DEVELOPMENT AND PROCESSING ISSUES

Consistent with City ordinances and procedures, this report and related graphics were prepared as an integral part of the Conditional Use Permit (CUP) process and Development Plan requirements. The primary objectives of this submittal are to:

- Obtain concept approval of land uses and densities.
- Obtain approval of the Tentative Map and Development Plan as a requirement for a CUP and as a basis for subsequent Final Tract Maps, Grading Permits, and other design/engineering approvals required by the City

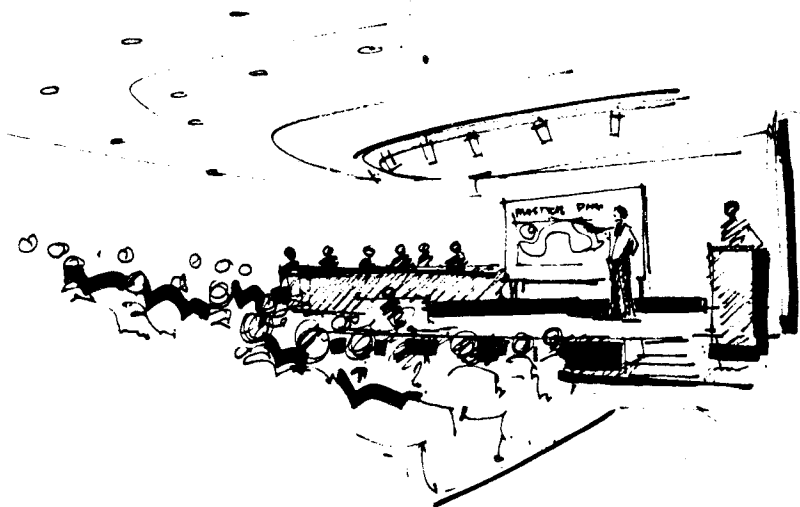
All building permits will require CUPs to assure conformance with the Development Plan

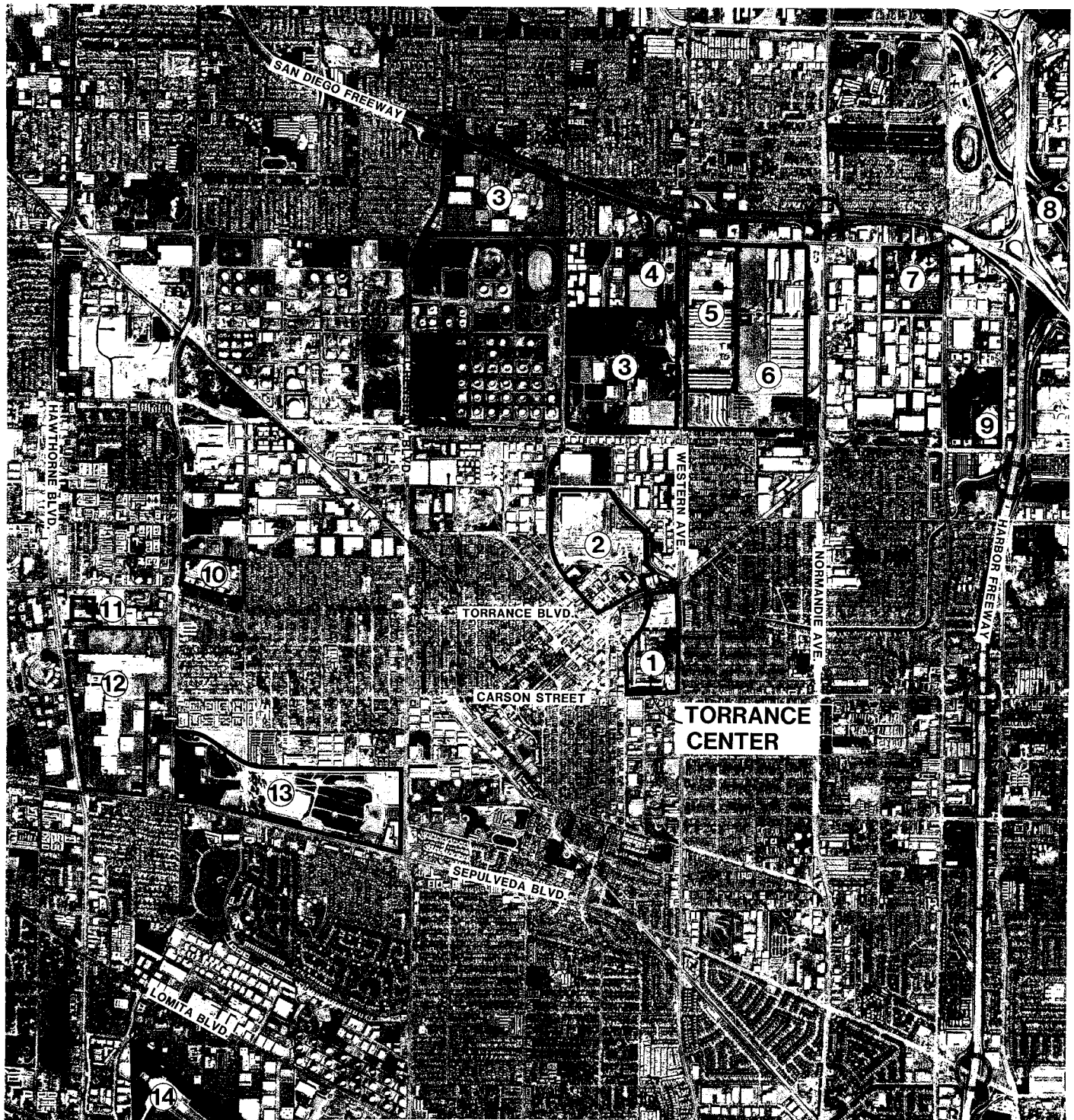
The proposed processing schedule for the project is anticipated to be as follows:

Mid-September, 1986 — Environmental Review Board reviews a negative declaration of the City's Environmental Assessment. A 15 day appeal period follows the negative declaration.

Mid-October, 1986 — Planning Commission hearing of the CUP and Tentative Map. A 4-6 week City processing period follows the hearing.

Mid-November, 1986 — Redevelopment Agency hearing of the CUP and Tentative Map.





# Aerial Photograph

## LEGEND

- |                              |                               |
|------------------------------|-------------------------------|
| 1 TORRANCE CENTER            | 8 NISSAN                      |
| 2 AMERICAN HONDA             | 9 ASHTON - TATE               |
| 3 GARRETT AIRESEARCH         | 10 TORRANCE CIVIC CENTER      |
| 4 TOYOTA MOTOR DISTRIBUTORS  | 11 MARRIOTT HOTEL             |
| 5 INTERNATIONAL LIGHT METALS | 12 DEL AMO CENTER             |
| 6 MCDONNELL DOUGLAS          | 13 PARK DEL AMO               |
| 7 GATEWAY CENTRE             | 14 TORRANCE MUNICIPAL AIRPORT |
|                              | ○ TYPICAL FREEWAY ON/OFF RAMP |

# Development Plan

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## PLANNING CONCEPTS

The Development Plan for Torrance Center provides for approximately:

- 20 acres of Office and Light Industrial/R&D use.
- 9 acres for Commercial use.
- 4 acres for Hotel use.

This mix of land use offers a synergy of professional, economic, fiscal (tax base) and aesthetic interactions not possible in a single-use office, industrial or commercial park.

Flexibility is one of the key issues in the design of this project. A basic pattern of circulation and parcels has been designed to allow for alternative land uses and parcel consolidation. In this way, the design can respond to market conditions and other unforeseen changes in Torrance's commercial and industrial needs. Adjustments may be desirable to keep pace with the success of this and nearby projects as they move from drawing board to construction, then to actual occupancy and public use.

The site has been divided into 22 parcels, to provide flexibility in final

configurations of individual developments. This division is not intended to result in a project on each individual parcel. It is anticipated that many projects will utilize a combination of more than one parcel.

The design reflects both two and three-dimensional planning considerations, especially the unique opportunity for 6 and 7 story buildings to become an identifying landmark for Torrance. This vertical emphasis will nicely counterbalance the horizontal lines of the surrounding low-rise buildings, with the result that visual focus will be created. Such area identification will enhance the development potential of all parcels in the vicinity.

Threads of specific design continuity—the character of architecture, streetscapes, entries, signage, lighting and other amenities—are outlined in Section III (“Design Themes”).

General planning concepts which directed the organization of land uses in the site are described below.

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### Street Image/Public Entries:

The design of the street frontages and buildings that are visible from the street must provide an attractive and inviting appearance for the entire project. The site is bounded by Carson Street and Western Avenue, two principal arterial streets.

The traffic volumes on the surrounding streets offer an opportunity for land uses that require high visibility for their success. Proposed uses are a major commercial tenant and retail shops at the corner of Carson and Western, restaurants at the project entry on Carson, a hotel at Carson and Border Avenue, and office uses on Western. Commercial uses are appropriate in the office park because they offer the necessary support facilities and they do not conflict with peak-hour office traffic.

Buildings on the perimeter of the site will be sited to allow views into the interior of the project. With the exception of the hotel, the perimeter buildings will be low-scale.

Primary entries to the project will be from Carson Street opposite Abalone Avenue and from Western Avenue at 213th Street. Landscaping and project monument signs will accentuate these main entries.

Additional entry drives will be located on the perimeter streets to improve circulation in and around the Center.

### Central Core:

The internal street system defines the central portion of the site and sets it apart as the focal point of the project. Two 6-story office buildings separated by a common open space are proposed for the core area. With the exception of the hotel, these buildings will be the tallest in the project, surrounded by lower scale buildings. The open space is designed to be a passive recreational amenity for the entire project.

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Interior Offices and Light  
Industrial/Research and  
Development:

Land uses along Border Avenue and 213th Street are proposed as traditional light industrial or office use. Parcel sizes will allow for different configurations of development by combining parcels.

Open Space and Pedestrian  
Circulation:

A continuous open space and pedestrian circulation system is proposed for the project. This will consist of landscape setbacks along the perimeter and interior streets, a parkway along Border and Bow Avenues that extends into the project central core, a  $\frac{3}{4}$ -acre central open space and plazas and landscaping around buildings.

Pedestrian walkways, crosswalks, plazas and seating areas will be provided throughout the landscape areas to encourage pedestrian, rather than vehicular traffic within the Center. Particular attention will be given to providing safe, attractive pedestrian movement between the commercial and business portions of the project.

Bus stops on Carson Street and Western Avenue will provide a public transit link to the Center.

## LAND USE SUMMARY

The Development Plan on the facing page is a schematic design which illustrates a development within the maximum potential of the site. The table below provides a detailed description of the Development Plan, including land uses, acreages and other technical information. Note that an additional 10 percent of the total square footage (FAR) proposed in the

Development Plan is allowed and is considered to be in conformance with the CUP.

Although the Tentative Map indicates a total of 22 parcels, a maximum of 12 developments are allowed. Multiple, related buildings, such as a shopping center, are considered to be a single development.

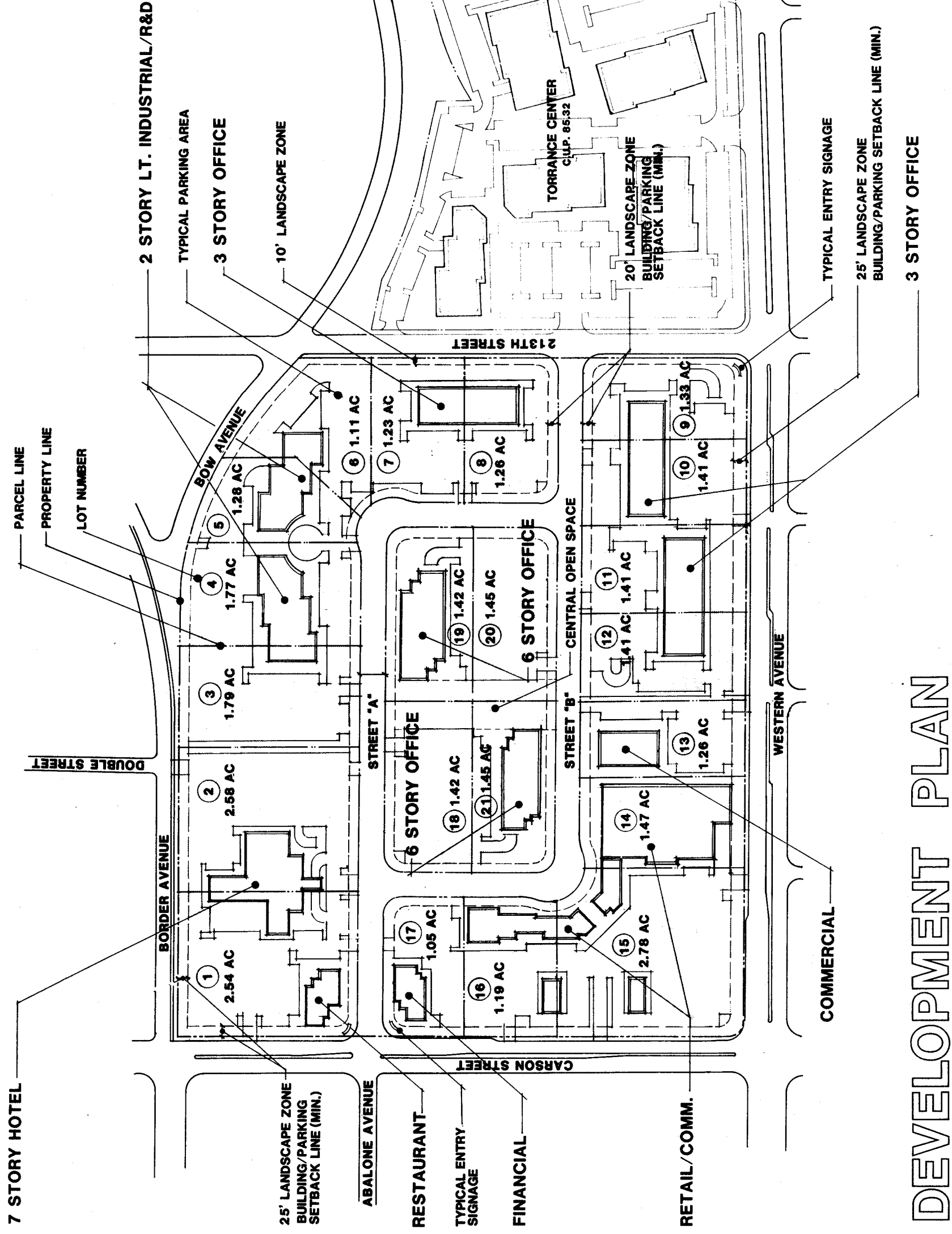
LAND USE		PARCEL NUMBERS	NET ACRES	BUILDING		OFF-STREET PARKING	
GENERAL	SPECIFIC			F.A.R.	SQUARE FEET	SURFACE	MULTI-LEVEL
OFFICE (SUBTOTAL)			(13.79)		(409,000)	(817)	(819)
	6-STORY OFFICES	18-21	5.74	1.0	240,000	305	655
	3-STORY OFFICES	7-12	8.05	.5	169,000	512	164
LIGHT INDUSTRIAL/ RESEARCH & DEVELOPMENT (SUBTOTAL)			( 5.95)		( 84,000)	(336)	
	2-STORY IND./R&D	3-6	5.95	.35	84,000	336	
COMMERCIAL (SUBTOTAL)			(12.87)		(215,000)	(704)	(164)
	RETAIL COMMERCIAL	13-16	6.7	.25	68,000	340	
	7-STORY HOTEL	1-2	4.12	.75	135,000	286	164
	RESTAURANT		1.0	.15	5,000	50	
	FINANCIAL	17	1.05	.15	7,000	40	
STREETS			3.51				
PROJECT TOTALS			36.12	.50	708,000	1869	983
10% MARGIN				.55	778,000	AS REQUIRED ABOVE	

NOTE: Developer reserves the right to alter lot configurations and acreages.

LAND USE TABULATION

LAND USE		PARCEL NUMBERS	NET ACRES	BUILDING		OFF-STREET PARKING	
GENERAL	SPECIFIC			F.A.R.	SQUARE FEET	SURFACE	MULTI-LEVEL
OFFICE	(SUBTOTAL)		(13.79)		(409,000)	(817)	(819)
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	RETAIL COMMERCIAL	13-16	6.7	.25	66,000	340	
	7-STORY HOTEL	1-2	4.12	.75	135,000	286	164
	RESTAURANT		1.0	.15	5,000	50	
	FINANCIAL	17	1.05	.15	7,000	28	
STREETS			3.51				
PROJECT TOTALS			36.12		708,000	1,857	983
10% MARGIN					778,000		

NOTE: Developer reserves the right to alter lot configurations and acreages.



DEVELOPMENT PLAN

TORRANCE CENTER  
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PLANNING AND ARCHITECTURE • SAN DIEGO • SAN FRANCISCO

Due to the need for flexibility in the development program, actual building footprints and parking layouts will be submitted as development proceeds. All development within the Center will conform to the maximum criteria found in the Design Theme section of this report.

The City staff and the Developer have determined that certain uses would be inappropriate in Torrance Center. The following uses are prohibited:

- Residential
- Churches
- Heavy Manufacturing of the types listed in the M-2 Section of Division 9 of the Torrance Municipal Code.
- Warehousing not in conjunction with office or assembly use.
- Mini-storage
- Lumber yards
- Lumber sales not in conjunction with a major tenant commercial use.

- Outdoor storage in conjunction with proposed uses shall be screened with solid, 8-foot high walls.
- Auto-related sales and service except as an ancillary to a major department store.
- Auto repair facilities
- Convenience stores or "Mini-Marts"
- Free-standing fast food restaurants with drive throughs and separate access from major arterial streets.
- Bars not contained within and ancillary to a hotel or restaurant.



# Design Themes

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## KEY CONCEPTS

The character of the Torrance Industrial area is in dynamic evolution. New developments, such as American Honda, have sparked impetus for high quality design that is creating an identification for the entire community.

Goals for Torrance Center are to establish a distinctive image, attract prestige businesses, implement landmark office building, and beneficially influence surrounding properties. To achieve this requires:

- A strong initial phase of landscaping and street improvements.
- Clear visibility of the Center from the surrounding streets.
- Attractive and well-coordinated design themes.

This section provides a conceptual framework and key design details and criteria for the improvement of Torrance Center. Seven major elements are described:

1. Entries— Identification monuments, hardscape, landscape and related enhancement for major project entries.

2. Streets—Improved and dedicated widths, relative importance and enhancement.

3. Lighting— Types and levels of lighting for streets, walkways and landscape areas.

4. Signage— A visually consistent hierarchy for the design and location of signs and informational graphics.

5. Landscape Theme— Proposed list of trees and other plant material for use along the project perimeter, edges and landscape easements, and around buildings.

6. Building Materials— Basic building materials and ornamentation.

7. Development Criteria— Basic design standards for the Center including parcel sizes, and building, parking and landscape requirements for each proposed land use.

Permitted alternative uses listed in this section would adhere to the development criteria for their use.

The criteria listed above are guidelines necessary for

thematic continuity and reasonable flexibility in the years ahead. They will provide an excellent palette for the creativity of future architects designing individual projects within Torrance Center.

Prior to actual development, project Covenants, Conditions and Restrictions (CC&Rs) will be written to address design specifics. An Architectural Review Board will be formed to determine, define and implement the CC&Rs. Initial Board members will be the Developers and subsequent elected members will be owners and tenants from Torrance Center.

Proposed projects must first be approved by the Architectural Review Board and then by the appropriate City agency and/or Staff.

## ENTRIES

The two primary entries into the Center will be from Western Avenue and from Carson Street. The design theme of the Center will be introduced at the entries with project monument signs, trees and flowering plants and other features appropriate to their enhancement.

Additional entry drives will be located on Carson, 213th, Western and Border to improve circulation in and around the Center.



## STREETS

Perimeter: Carson Street, Western Avenue and 213th Street will require some improvements to accommodate Torrance Center. Improvements that will be made include the entries described previously and a 25-foot wide landscape zone inside the property line along the perimeter streets.

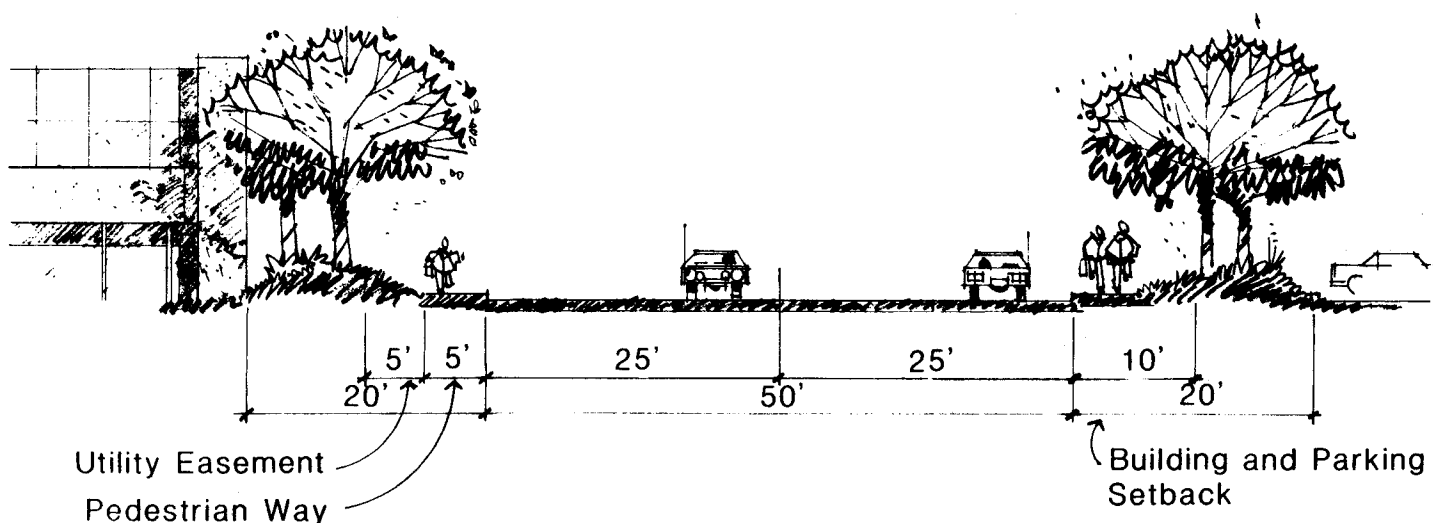
The perimeter landscaping will be lushly planted with trees, shrubs, groundcovers and lawns. Mounding and plants will be used to screen undesirable views (as well as distracting automobile headlights) of parking and service areas.

On the western perimeter of the Center, there will be an abandonment of the railroad

along Bow Avenue. A landscape setback will be provided on the eastern side of Border and Bow Avenues. The setback will be planted with trees, shrubs and lawns and will contain a pedestrian/jogging path. It will continue beyond the Center and link it to other surrounding businesses. Pedestrian paths in the Center will connect to the landscape setback, to encourage its use.

### Interior:

The interior, public streets "A" and "B" will both have a 50-foot curb-to-curb width. There will be 20-foot building and parking setbacks on each side of the streets. The setbacks include 5-foot sidewalks contiguous with the curbs and 5-foot utility



easements. The setbacks will be improved with permanent irrigation, trees, shrubs, lawns and ground covers. In this way the entire project will be coordinated with a visually soft zone of landscape between the streets and buildings.

## LIGHTING

Lighting in the public areas within the Center will be provided on three levels: street lighting, pedestrian lighting and landscape lighting.

### Street Lighting

Public streets will utilize City-approved fixtures. Specific locations and heights will be approved by the appropriate City department per Torrance requirements for illumination.

### Pedestrian Lighting

Walkways within landscape areas will be adequately lighted for safe nighttime pedestrian traffic. A continuous level of .5 foot-candles will be used as a minimum criterion.

Pedestrian lighting fixtures will be of uniform design throughout the project and will be selected to complement the architectural theme.

### Landscape Lighting

Select landscape features, specimen trees and directional signage will be highlighted throughout the project with power-saving "up-light" and/or floodlight fixtures.

Lighting will emphasize the informational and dramatic elements within the landscape (monument signs, groups of trees and shrubs and architectural features) rather than uniform, flat lighting of the entire development. Special attention will be given to lighting the project entries.

## SIGNAGE

Torrance Center will provide a unified graphics and signage program for both public and private areas. This continuity will ensure necessary employee and public orientation, direction, and sense of unique destination or relative place in the project. The sign program will be reviewed through the normal City processes.

A hierarchy of typeface and logo sizes will clearly differentiate major and minor entries, street names, major corporate locations,

pedestrian/vehicular traffic and parking information.

Corporate logos and business names will be required to include certain common materials, colors, textures and/or mounting/illumination methods that integrate individual building areas with the overall Center. Address numbers will be clearly displayed on each building and will incorporate the same design elements.

Temporary marketing and merchandising signs will be of uniform design, color and size.

#### Project Logo

The basic graphic element of major signage will be the form, color, and public identity of the Center's logo. This logo will be designed to be used on and off the site, in brochures and as an identification for Torrance Center.

#### Entry Monuments

Entry monuments on Western Avenue and Carson Street will be cast in place concrete. The visual form will be low-profile (dominant horizontal line) with the Center logo and lettering incorporated in the design.

Most of the finished monument surface will be left natural in color, possibly with a hammered, rough-formed or sandblasted texture.

Monuments will meld into mounds and/or lawn areas without visually significant foundations, exemplifying a simple strength desirable for a major business center.

#### Street and Directional Signage

The design intent is that standard types of vehicular/pedestrian signs (street names, "stop", "yield", etc.) be grouped on common supports where possible to avoid visual clutter.

The consultant team recognizes that the street signage must conform with local ordinances and the California Vehicle Code, and that the above concepts require more discussion with City staff to become solutions. It is assumed this dialogue will continue after approval of the Development Plan.

## LANDSCAPE THEME

The landscape for the Center, especially the palette of plantings, is crucial to a visually strong and attractive design theme.

The visual continuity of street trees is especially valuable in perspective — blending various architectural and parking solutions into a harmonious commercial business park. Their color conveys character and the “seasons” while their form and density have the ability to hide the visually obtrusive, or highlight or backdrop the visually attractive.

Mounds and berms are integral to the landscape solution, especially along the perimeter streets and at the front of buildings, to screen parking areas and to provide soft vertical relief to this essentially flat site.

In addition to plant materials, attention will be given to other landscape elements. Enhanced paving will occur at crosswalks, seating and gathering places and building entries. Benches, bike racks, trash containers and other outdoor furnishings should be a style that is compatible with

the Center’s architecture. The same style should be used throughout the project to promote a sense of continuity.

Landscape Plan: A conceptual Landscape Plan has been prepared as part of this submittal. It depicts species and sizes of trees, shrubs, ground covers and lawns within the landscape area and medians. Locations for trees are also indicated on the Plan.

The following is a list of major tree plantings proposed for the project:

### Street Trees

- *Tipuana tipu*  
(Tipu Tree)

### Accent/Entry Trees

- *Archontophoenix cunninghamiana* (King Palm)
- *Arecastrum romanzoffianum*  
(Queen Palm)
- *Chamaerops humilis*  
(Mediterranean Fan Palm)

### Parking Area Trees

- *Cupaniopsis anacardioides*  
(Carrot Wood)

- *Gleditsia triacanthos inermis* 'Shademaster' (Honey Locust)
- *Lagerstroemia indica* 'White' (Crape Myrtle)
- *Nerium oleander* 'Sister Agnes' (Oleander)

#### Screening Trees

- *Eucalyptus ficifolia* (Red-flowering Gum)
- *Eucalyptus nicholii* (Nichol's Willow-leaved Peppermint)
- *Eucalyptus sideroxylon* 'Rosea' (Red Ironbark)

Irrigation: The various types of plant material and the micro-environment of the site require that all irrigation systems within the landscape areas will be fully automatic and divided into at least two zones, lawn areas and ground cover/shrub beds.

#### Landscape for Individual

Parcels: Each building site within the Center will be landscaped and maintained by the future lessee or landowner in accordance with plans approved by the Architectural Review Board and the Redevelopment Staff.

Criteria for the selection of plant material will reinforce and complement the design treatment provided within the adjoining landscape area. These criteria may take the form of a matrix in the CC&Rs describing "required", "optional" and "accent" plant materials, with predetermined parameters or percentages of various types.

### BUILDING MATERIALS

The objective of the Center's architecture is to create a contemporary, professional atmosphere. The mid and low-rise buildings are sited hierarchically to establish this atmosphere on a large scale. The retail commercial center, restaurants and hotel should support the overall style of the project, but may incorporate architectural features more appropriate to their uses.

Building materials that support the desired contemporary style include wood, smooth-finished stucco and precast concrete with smooth or patterned finishes. Architectural accent materials may include ceramic tile, granite, metal and heavy timber. Appropriate roof materials are tile, metal and concrete.





**STREET TREE** 15 GALLON - 24" BOX

- TIPUANA TIPU (TIPU TREE)



**ACCENT/ ENTRY TREES** 10 - 20 ft.

- ARCHONTOPHOENIX CUNNINGHAMIANA (KING PALM)
- ARECASTRUM ROMANZOFFIANUM (QUEEN PALM)
- CHAMAEROPS HUMILIS (MEDITERRANEAN FAN PALM)

**PARKING AREA TREES** 15 GALLON - 24" BOX

- CUPANIOPSIS ANACARDIOIDES (CARROT WOOD)
- GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (HONEY LOCUST)
- EUCALYPTUS FICIFOLIA (RED-FLOWERING GUM)
- ULMUS PARVIFOLIA (CHINESE EVERGREEN ELM)
- NERIUM OLEANDER 'SISTER AGNES' (OLEANDER)



**SCREEN TREES** 5-15 GALLON

- EUCALYPTUS FICIFOLIA (RED- FLOWERING GUM)
- EUCALYPTUS NICHOLII (NICHOL'S WILLOW-LEAFED PEPPERMINT)
- EUCALYPTUS SIDEROXYLON 'ROSEA' (RED IRONBARK)

**SHRUBS** 5-15 GALLON

- AGAPANTHUS ORIENTALIS 'ALBA' (LILY-OF-THE-NILE)
- CAMELLIA SASANKUA (SASANQUA CAMELLIA)
- DIETES BICOLOR (FORTNIGHT LILY)
- HEBE BUXIFOLIA (BOXLEAF HEBE)
- HEMEROCALLIS AURANTIACA (EVERGREEN DAYLILY)
- PITTOSPORUM TOBIRA VARIETIES
- TERNSTROEMIA GYMANTHERA (TERNSTROEMIA JAPONICA)
- XYLOSMA CONGESTUM (SHINY XYLOSMA)

**GROUND COVERS** FLATS-1 GALLON

- BEGONIA RICHMONDENSIS (N/CN)
- HERNIARIA GLABRA (GREEN CARPET)
- LANTANA MONTEVIDENSIS (N/CN)
- LONICERA JAPONICA 'HALLIANA' (HALL'S HONEYSUCKLE)
- VINCA MINOR (PERIWINKLE)

**VINES** 1-5 GALLON

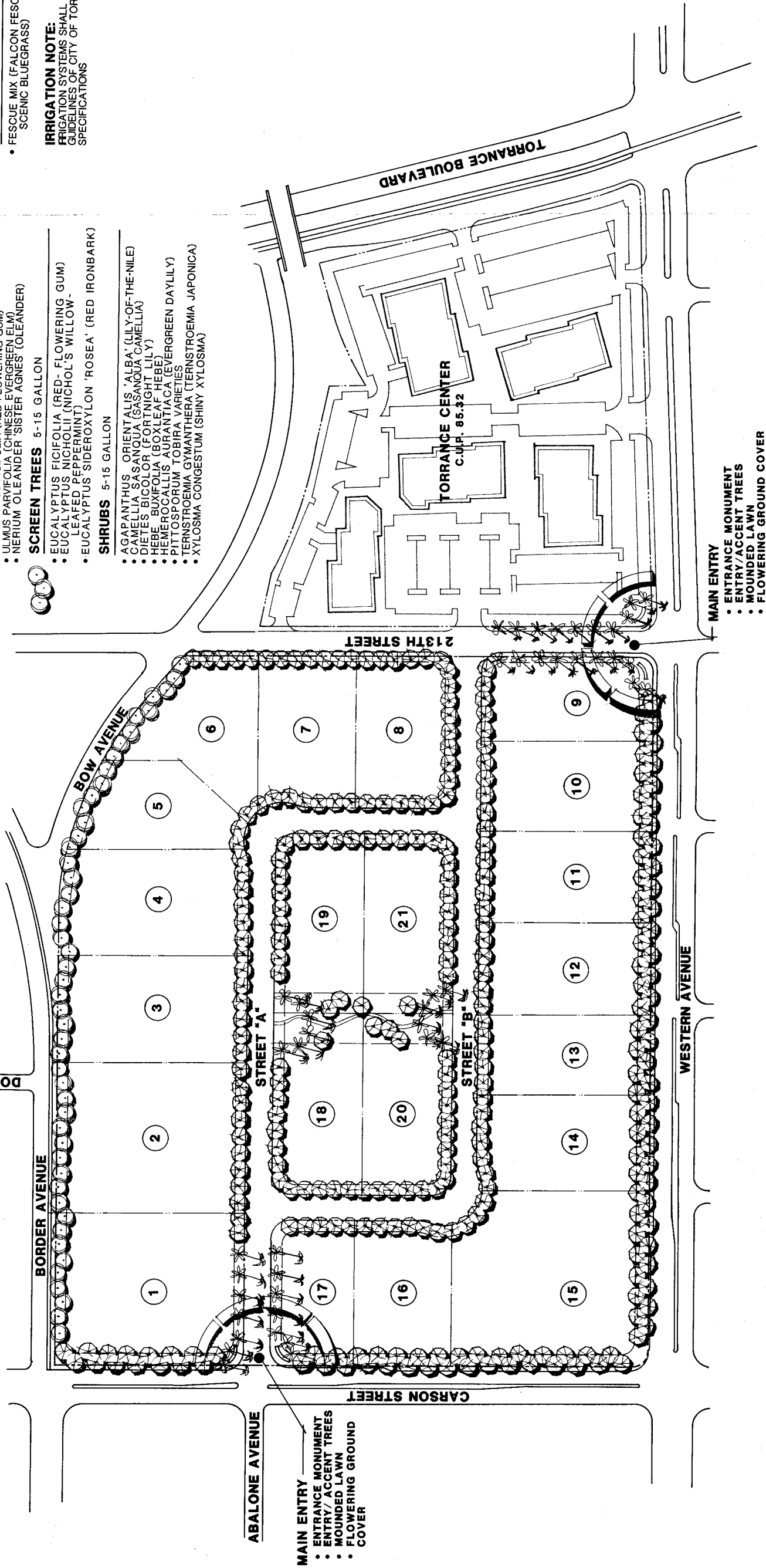
- PARTHENOCISSUS TRICUSPIDATA (BOSTON IVY)
- TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)

**LAWN** SEED-SOD

- FESCUE MIX (FALCON FESCUE, PARADE BLUEGRASS, SCENIC BLUEGRASS)

**IRRIGATION NOTE:**

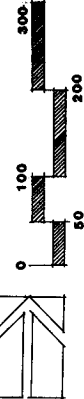
IRRIGATION SYSTEMS SHALL BE PROVIDED WITHIN THE GUIDELINES OF CITY OF TORRANCE , CALIFORNIA STANDARD SPECIFICATIONS



# LANDSCAPE PLAN

## TORRANCE CENTER

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Buildings over two stories may use these same materials as well as curtain walls of energy-saving, low-reflective glass.

Fencing and screening materials should be compatible with adjacent buildings. Concrete block, chain link, razor wire and solid metal sheeting will not be allowed for fencing.

Acceptable fencing materials are tubular steel, wrought iron and masonry.

The CC&Rs will address building design and materials in greater detail and will include an approved color palette. The Redevelopment Staff will have approval authority over all exterior colors and materials.

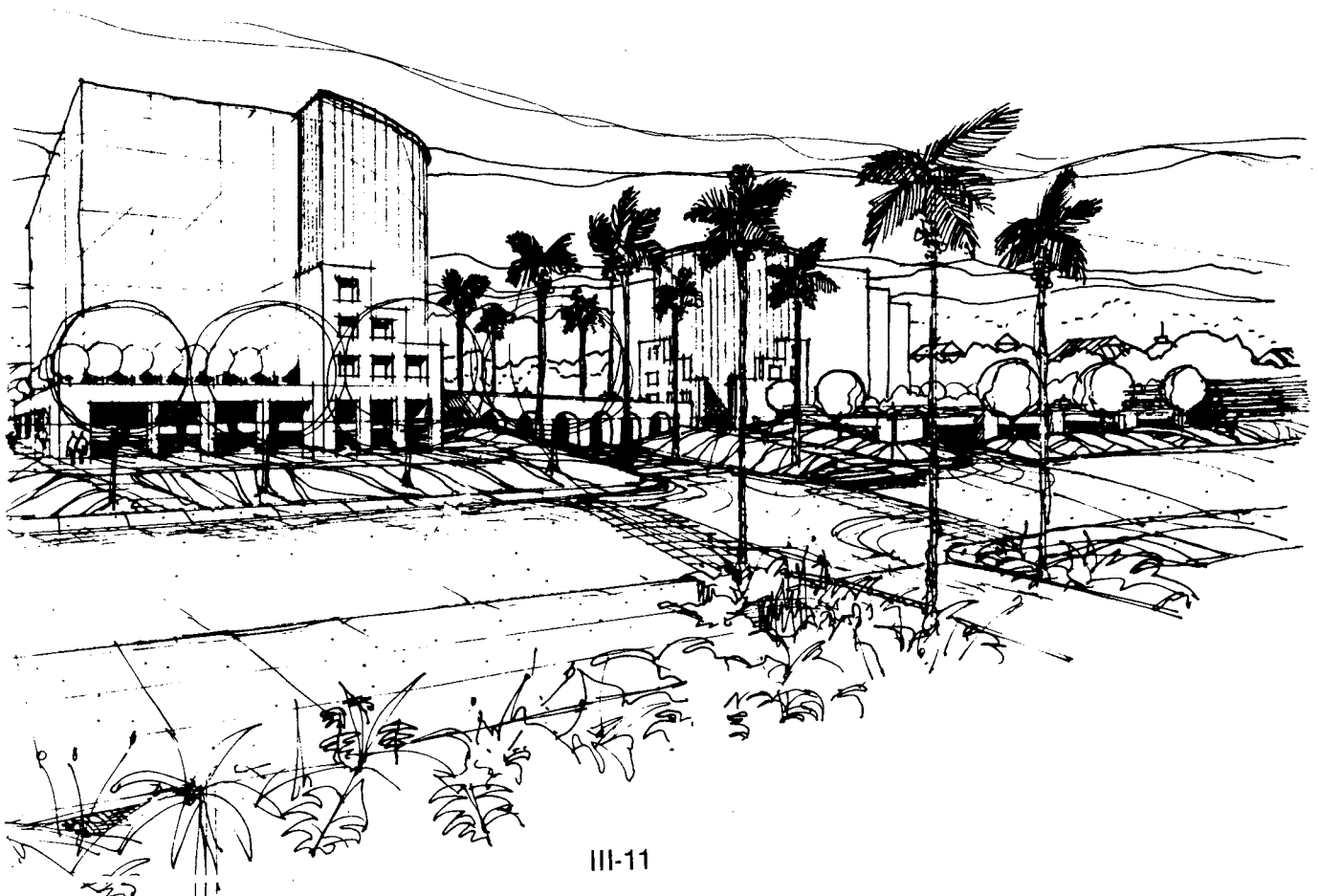
## DEVELOPMENT CRITERIA

### MID-RISE OFFICE

Mid-rise offices are proposed for 5.74 acres in the central core area of the Center, surrounded by Streets "A" and "B". These offices are intended as the project focal point and should therefore be of the highest quality of design.

Approximately  $\frac{3}{4}$  acres of the core area is devoted to a central open space. This area is intended as a visual and passive recreational amenity for the Center.

The density of this portion of the development will require multi-level parking. Multi-level parking will be constructed with a maximum of one-half level above street grade and the remaining levels below grade. Parking structures should be sensitively designed to integrate with adjacent buildings. Planters could be incorporated into the structures to soften their appearance and/or dense plantings and mounding can also be used to screen any undesirable views of the parking structures.



Development standards for mid-rise office sites are as follows:

Parcel Size:

Not less than 1.4 acres with a minimum frontage width of 350 feet and a minimum depth of 170 feet.

Floor Area Ratio:

A maximum FAR of 1.0 (per gross acreage) is allowed.

Building Setbacks:

Front - 50 feet

Side - 20 feet (both sides)

Rear - 20 feet

Landscape zones (building/parking setbacks) along public streets supersede those listed above.

Building Height:

6 stories maximum, not to exceed 90 feet.

Signs:

As approved by the Architectural Review Board and City Redevelopment Staff.

Walls, Fences and Enclosures:

Materials and design shall conform to the architectural theme and standards established for the Center (CC&Rs) and will be subject to approval by an Architectural

Review Board and Redevelopment Staff.

Wall height shall not exceed 6 feet for rear and side yards.

Landscape walls shall not exceed 4 feet.

All rooftop equipment, vents fans and appurtenances shall be screened by parapets or other architecturally integrated roof forms.

Roof mounted satellite antennae shall be screened as described above. Satellite antennae at ground level shall be screened by materials compatible with adjacent structures and shall not be visible from the public right-of-way.

Trash enclosures, loading and storage areas shall be enclosed with substantial materials, compatible with the main buildings. These areas shall be located so as not to be visible from the public right-of-way.

Parking Requirements:

A minimum of one space for each 250 square feet of office area. Up to 10 percent of the parking spaces may be compact car size.

Parking area design (stall size, aisle width, circulation pattern and lighting) shall conform to the City's Ordinance Code.

Landscape Requirements:

A minimum of 20 percent of the gross parcel area must be open space landscaped with trees, shrubs and groundcovers. The open space areas may include plazas, fountains and seating areas.

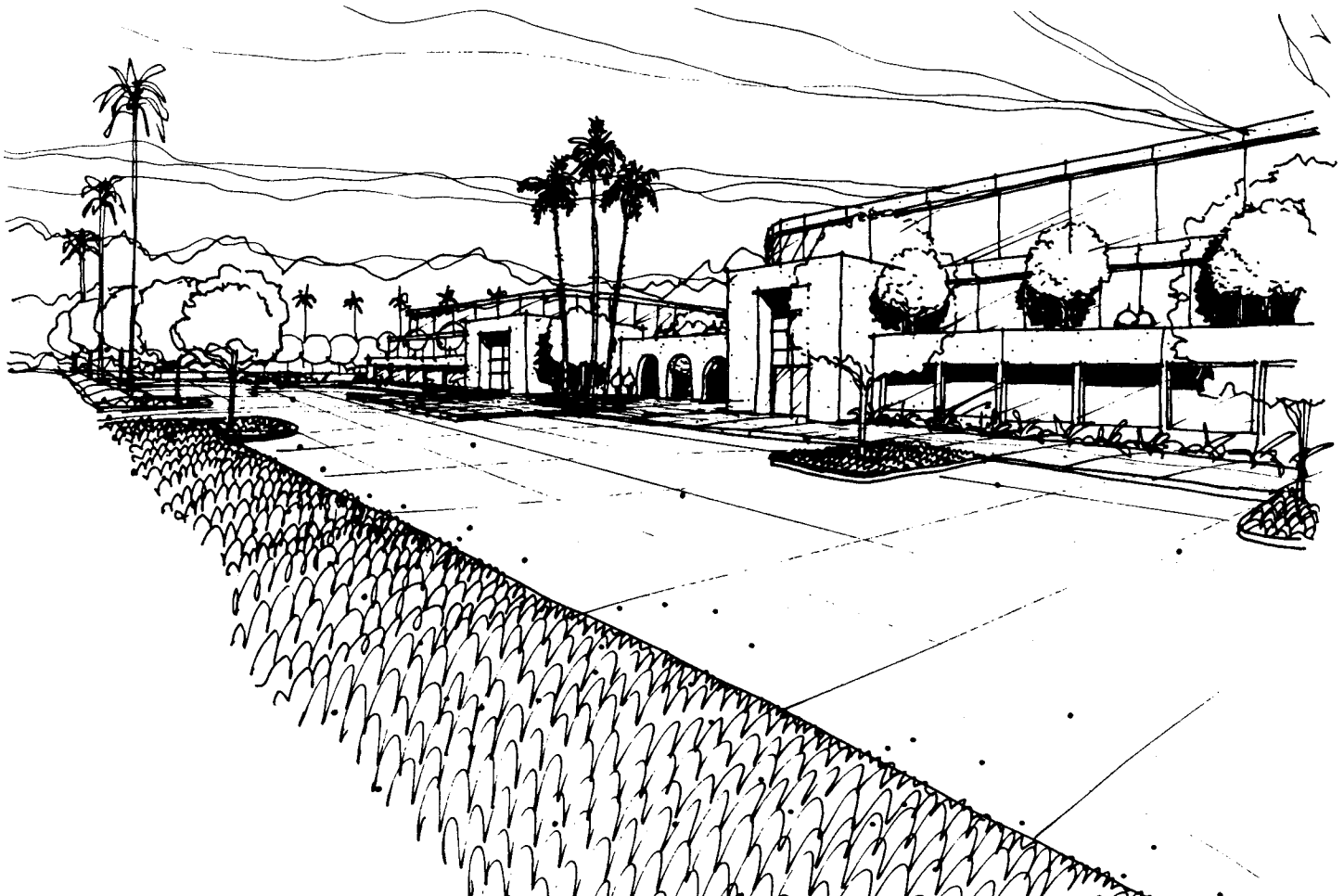
Permitted Alternative Use:

Low-rise Office and  
Warehouse Commercial.

**LOW-RISE OFFICE**

Low-rise offices in the Center will reflect the same contemporary, urban character as the mid-rise offices. The projected development in this category would be divided into a variety of parcel and building sizes, occupying approximately 8 acres.

The proposed densities will require multi-level parking structures. The preferred design is a maximum of one-half above street grade and



one-half below grade parking structure. Mounding and plantings will be used to screen undesirable views of the parking structures.

Development Standards for these uses are as follows:

Parcel Size:

Not less than 1.2 acres with a minimum frontage width of 170 feet and a minimum depth of 290 feet.

Floor Area Ratio:

A maximum FAR of .55 (per gross acreage) is allowed.

Building Setbacks:

Front - 20 feet

Side - 15 feet (both sides)

Rear - 15 feet

Landscape zones (building/parking setbacks) on public streets supersede those listed above.

Building Height:

3 story maximum, not to exceed 45 feet.

Signs

Walls, Fences and Enclosures

Parking Requirements

Landscape Requirements

Above categories are the same as for Mid-rise Office

Permitted Alternative Use:

Research and Development  
and Warehouse Commercial.

LIGHT

INDUSTRIAL/RESEARCH AND  
DEVELOPMENT

A mix of R&D, light manufacturing and assembly uses are proposed for approximately 6 acres of the Center. The design of these facilities should maintain the high aesthetic standards of the Center and also consider their functional needs (loading areas, etc.) They may also be designed as multi-tenant facilities.

Development Standards for these uses are as follows:

Parcel Size:

Not less than 1.0 acres with a minimum frontage width of 180 feet and a minimum depth of 350 feet. Frontage and depth may be less for pie-shaped parcels (Development Plan parcel numbers 5 and 6).

Floor Area Ratio:

A maximum FAR of .5 (per gross acreage) is allowed.

Building Setbacks:

Front - 20 feet

Side - 10 feet (both sides)

Rear - 10 feet

Landscape zones (building/  
parking setbacks) on public  
streets supersede those listed  
above.

Building Height:

2 stories maximum, not to  
exceed 35 feet.

Signs

Walls, Fences and Enclosures

Parking Requirements

Landscape Requirements

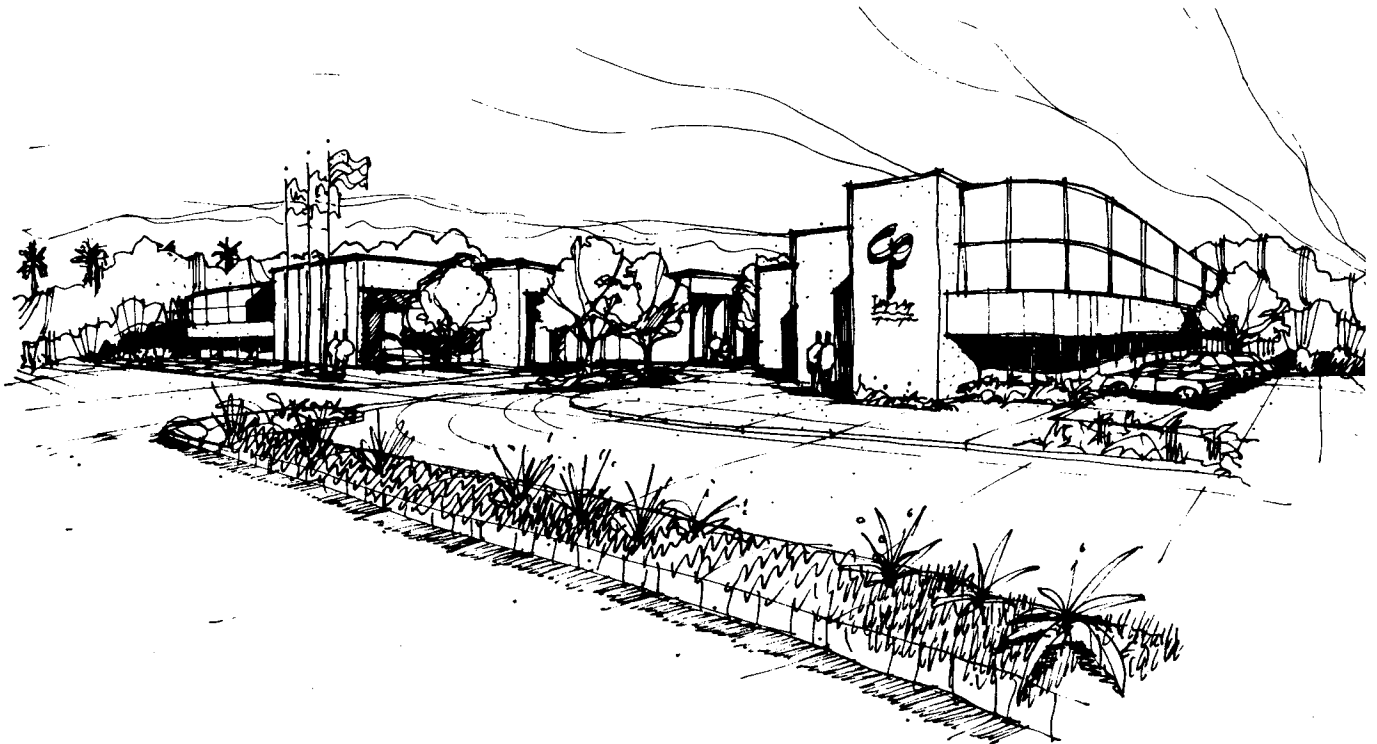
Above categories same as  
Mid-rise Office.

Permitted Alternative Use:

Low-rise Office and  
Warehouse Commercial.

**RETAIL COMMERCIAL**

Approximately 68,000 square  
feet of leasable building area  
is planned for retail sales and  
services. This space is  
intended largely to  
complement the Center's  
office and professional  
businesses and to serve as a  
convenience for the needs  
both of the Center's  
employees and of the  
residential neighborhood.



Land devoted to retail sales and services is estimated at 6 acres. Building area will be divided into small shops providing support functions such as office supplies, printing, convenience foods, travel services, etc. A major tenant, such as a market or drug store could occupy approximately 40,000 square feet.

Development Standards for retail sales and services are as follows:

Parcel Size:

Not less than 1.0 acres with a minimum frontage width of 160 feet and a minimum depth of 230 feet.

Floor Area Ratio:

A maximum FAR of .3 (per gross acreage) is allowed.

Building Setbacks:

Front- 20 feet

Side- 10 feet (both sides)

Rear- 10 feet

Landscape zones (building/ parking setbacks) on public streets supersede those listed above.

Building Height:

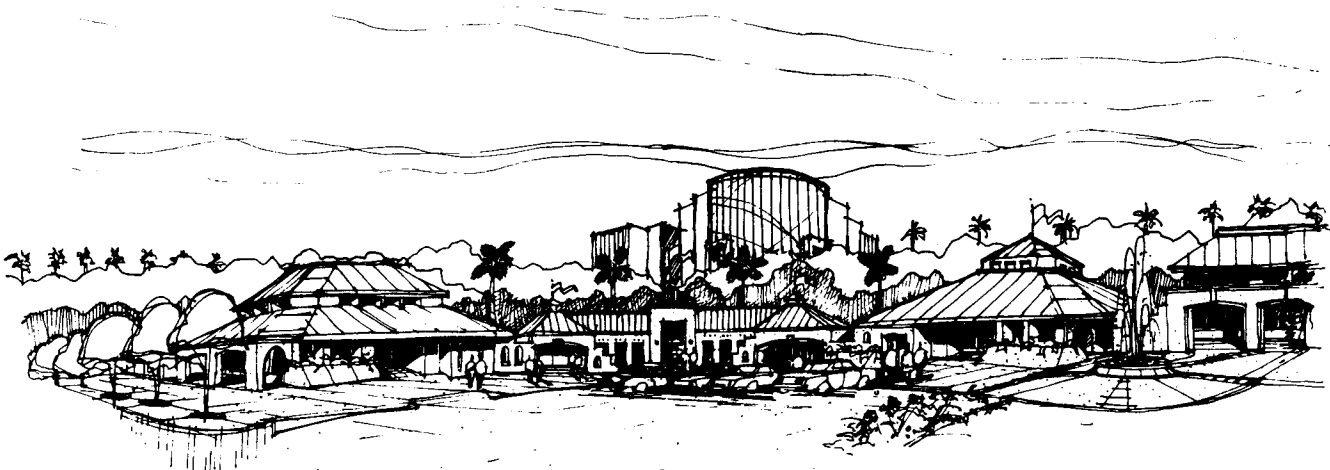
1 story maximum, not to exceed 28 feet.

Signs and Walls and Fences:

Same as for Mid-rise Office.

Parking Requirements:

- Minimum parking required for retail commercial is one space per 200 square feet of building area with up to 10 percent of the spaces compact car size.





- Minimum parking for a food market is one space per 150 square feet and minimum parking for a health spa is one space per 100 square feet.

The parking area design (stall size, aisle width, circulation pattern and lighting) shall conform to the City's Ordinance Code.

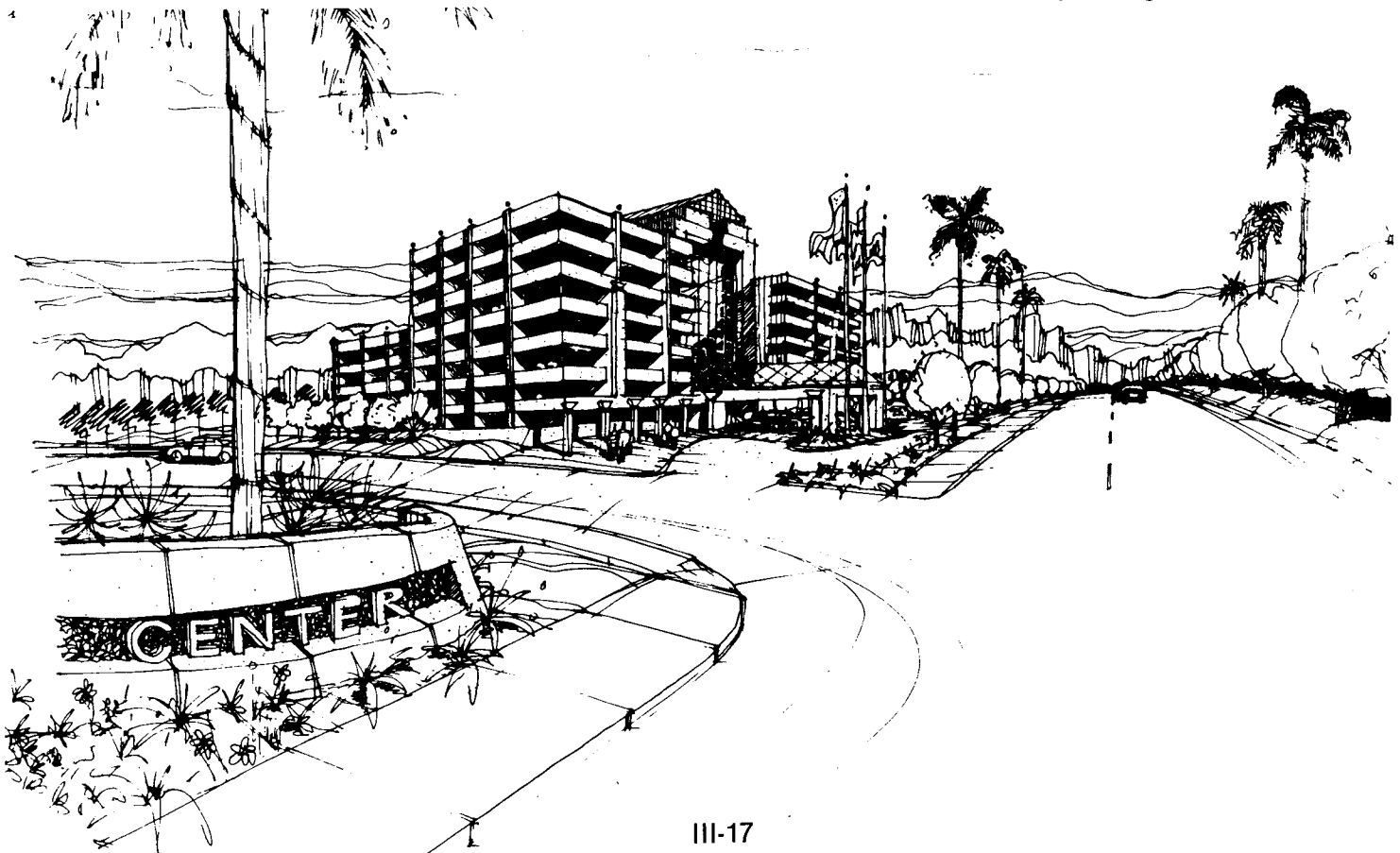
Landscape Requirements:  
Same as for Mid-rise office.

Permitted Alternative Uses:  
Restaurant, Financial and Low-rise Office.

## HOTEL

A 7-story hotel is proposed at the southwest corner of the Center, with convenient access to the project entry at Carson Street. It is envisioned as a 150-300 room hotel with a restaurant and banquet facility.

The density of the hotel development will require multi-level parking. The preferred parking structure design is a maximum of one-half level above street grade and one-half level below grade. Plantings and mounding will be used to screen undesirable views of the parking structure.



Development Standards for the hotel are as follows:

Parcel Size:

Not less than 2.0 acres with a minimum frontage width of 300 feet and a minimum depth of 370 feet.

Floor Area Ratio:

A maximum FAR of .8 (per gross acreage) is allowed.

Building Setbacks:

Front-50 feet

Side-25 feet (both sides)

Rear-20 feet

Landscape zones (building/parking setbacks) on public streets will supersede those listed above.

Building Height:

7 stories maximum, not to exceed 105 feet.

Signs and Walls, Fences and Enclosures:

Same as for Mid-rise Office.

Parking Requirements:

A minimum of 1.5 spaces per guest room are required. Compact car size spaces are allowed at the rate of 10 percent of the total spaces.

Parking area design (stall size, aisle width, circulation pattern

and lighting) shall conform to the City's Ordinance Code.

Landscape Requirements:

Same as for Mid-rise Office.

Permitted Alternative Use:

Restaurant, Financial, Low-rise Office and R&D.

## RESTAURANTS

A restaurant is proposed at the project entry on Carson Street. It will provide a convenient location for business entertainment within the Center and it will attract the surrounding residents and business community.

Development Standards are as follows:

Parcel Size:

Not less than 1.0 acre with a minimum frontage width of 220 feet and a minimum depth of 200 feet.

Floor Area Ratio:

A maximum FAR of .25 (per gross acreage) is allowed.

Building Setbacks:

Front-25 feet

Side-10 feet (both sides)

Rear-10 feet

Landscape zones (building/  
parking setbacks) on perimeter  
streets supersede those listed  
above.

Building Height:

2 story maximum, not to  
exceed 35 feet.

Signs and Walls, Fences and  
Enclosures

Same as for Mid-rise buildings.

Parking Requirements:

A minimum of one space per  
100 square feet of gross floor  
area. Up to 10 percent may be  
compact car size spaces.

Parking area design (stall size,  
aisle width, circulation pattern  
and lighting) shall conform to  
the City's Ordinance Code.

Landscape Requirements:

Same as for Mid-rise Office.

Permitted Alternative Use:

Financial and Low-rise Office.

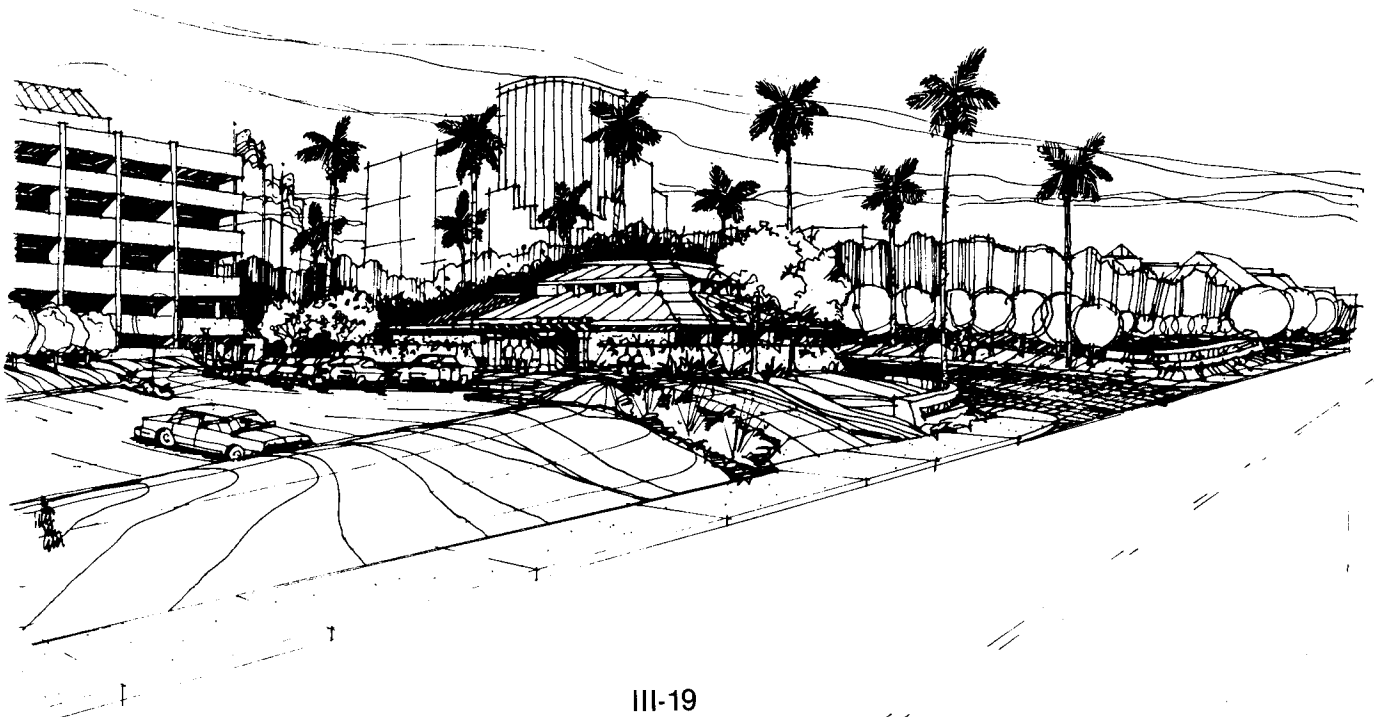
FINANCIAL

A bank or savings and loan is  
proposed at the entry to the  
project at Carson Street. This  
will serve Torrance Center as  
well as the surrounding  
residents and businesses.

Development Standards for the  
financial use are as follows:

Parcel Size:

Not less than 1.0 acre, with a  
minimum frontage width of 165  
feet and a minimum depth of  
280 feet.



Floor Area Ratio:

A maximum FAR of .2 (per gross acreage) is allowed.

Building Setbacks:

Front - 20 feet

Side - 10 feet (both sides)

Rear - 10 feet

Landscape zones (building/parking setbacks) on public streets supersede those listed above.

Building Height:

2 story maximum, not to exceed 35 feet in height.

Signs and Walls, Fences and Enclosures

Same as for Mid-rise Offices.

Parking Requirements:

A minimum of one space per 175 square feet of gross floor area. Ten percent of the spaces may be compact car size. Parking area design shall conform to the City's Ordinance Code.

Landscape Requirements:

Same as for Mid-rise Office.

Permitted Alternative Use:

Restaurant and Low-rise Office.

WAREHOUSE COMMERCIAL

A warehouse commercial use would be appropriate in the IRD. It would serve the immediate community as well as the entire South Bay.

This use is not depicted in the Development Plan, but it is intended as an alternative use in parcels 3 through 8 and parcels 19 and 20. Alterations to the internal circulation system may be necessary to create a combination of parcels in the size and configuration needed for a warehouse commercial use. This would require modification of the Tract Map.

Development Standards are as follows:

Parcel Size:

Not less than 8 acres.

Floor Area Ratio:

A maximum FAR of .3 (per gross acreage) is allowed.

Building Setbacks:

Front - 20 feet

Side - 10 feet (both sides)

Rear - 10 feet

Landscape zones (building/parking setbacks) on public

streets supersede those listed above.

Building Height:

2 stories maximum, not to exceed 35 feet.

Signs

Walls, Fences and Enclosures

Landscape Requirements

Above categories same as Mid-rise Office.

Parking Requirements:

A minimum of one space per 150 square feet of gross floor area. Ten percent of the spaces may be compact car size. Parking area design shall conform to the City's Ordinance Code.

Permitted Alternative Uses:

Mid-rise Office, Low-rise Office and Light Industrial/R&D.

# Engineering

## OVERVIEW

From an engineering perspective, no major or even significant technical concerns have been identified that will impede the successful construction of Torrance Center.

Specific civil engineering preliminary design was prepared as part of the Tentative Tract Map which will be submitted in conjunction with the CUP.

## UTILITIES

No strategic or environmental problems are foreseen in providing utilities to the site. Utilities are supplied to the project area by the following:

- Electricity – Southern California Edison Company.
- Natural Gas – Southern California Gas Company.
- Water – Torrance Municipal Water District.
- Sewage Collection and Treatment – Los Angeles County Sanitation District.
- Telephone – Pacific Telephone.

- Cable Television – Group W Cable of Torrance.

Utility lines within the project will be placed underground. Utility extensions will be closely coordinated with building construction during the subdivision phase to ensure economical and operationally efficient development of the overall project.

Utility companies will be encouraged to utilize common trenches to minimize cost and disruption. Transformers and other hardware will be located for maximum convenience and will be screened to minimize their visual impact on streetscapes and public areas. Transformers may not be located in any setback areas adjacent to streets; other hardware such as backflow preventers located in the setback must be adequately screened. The Redevelopment Staff will approve proposed transformer locations.

## GRADING AND DRAINAGE

Torrance Center is virtually flat, with a gentle slope

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towards 213th Street. During the initial phase of subdivision construction, all lots will be graded to collect water on-site and disperse to a public storm drain system.

#### SOILS AND SEISMICITY

There are no unstable geological formations in the project area. Although the City of Torrance is situated in a seismically active area, the rehabilitation of the City's infrastructure and new construction methods will lessen the adverse impacts of future earthquakes.

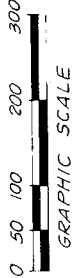
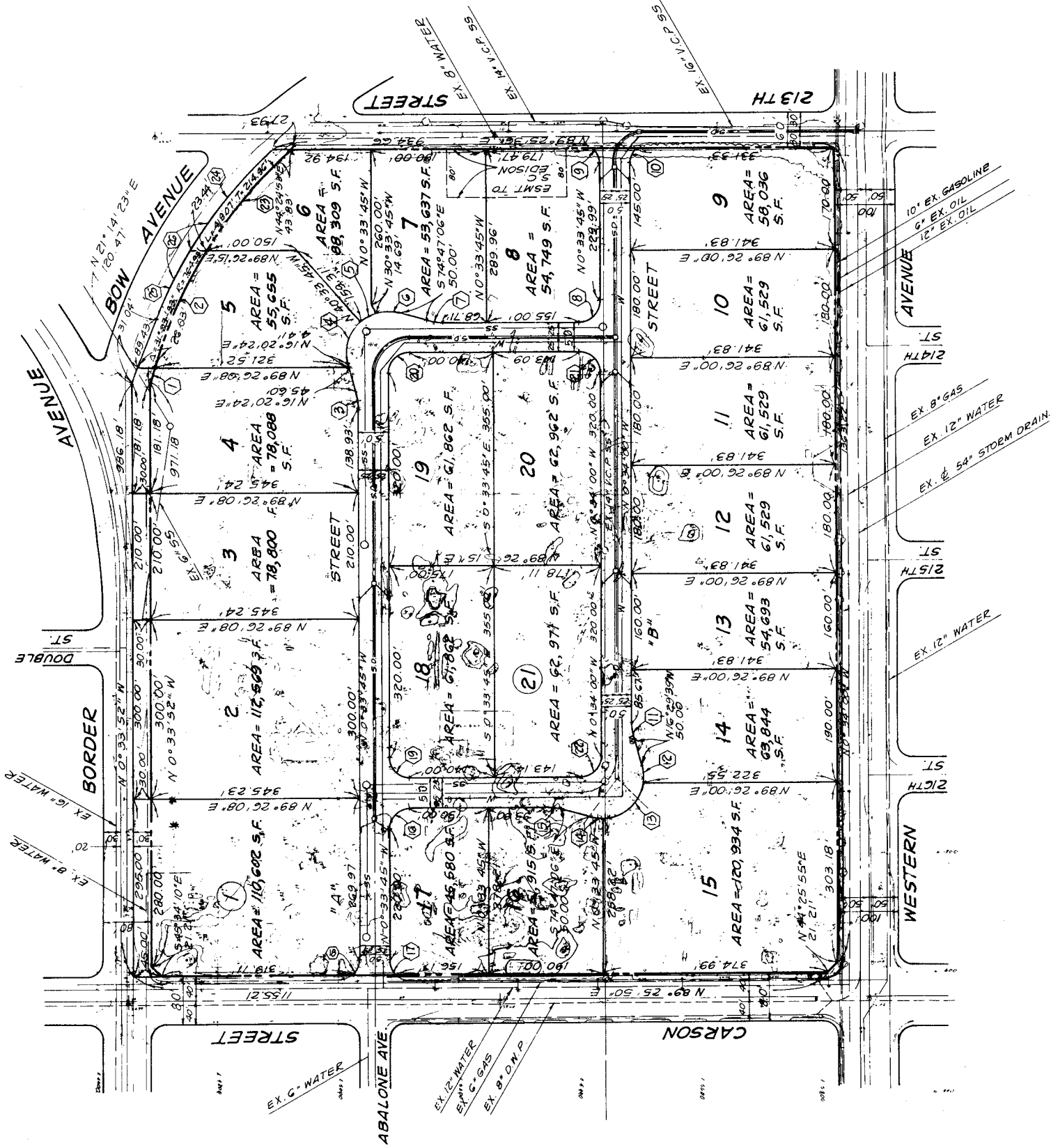
TENTATIVE TRACT NO. 44948

LEGAL DESCRIPTION:

BLOCK 110, LOTS 1 TO 6 INCLUSIVE IN BLOCK 111, LOTS R-1, R-3, PORTIONS OF LOT 1 AND LOT 5-3 ALL OF THE TORRANCE TRACT IN THE CITY OF TORRANCE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DEVELOPER:

GASCON MAR LTD.  
600 B STREET, SUITE 1142  
SAN DIEGO, CALIFORNIA 92102  
TELEPHONE: (619) 234-0666



CURVE DATA

Curve	Δ	R	L	T
1	2°13'55"	764.93'	29.80'	14.90'
2	16°03'09"	764.93'	214.31'	107.86'
3	15°46'39"	100.00'	27.54'	13.86'
4	6°25'32"	70.00'	75.05'	41.58'
5	29°06'53"	70.00'	34.36'	17.53'
6	32°00'54"	70.00'	39.11'	20.08'
7	15°46'39"	100.00'	27.54'	13.86'
8	90°00'15"	35.00'	54.98'	35.00'
9	45°35'29"	35.00'	27.85'	14.71'
10	45°34'41"	35.00'	27.84'	14.71'
11	15°46'39"	100.00'	27.54'	13.86'
12	23°59'09"	70.00'	29.30'	14.87'
13	80°16'17"	70.00'	98.07'	59.02'
14	17°18'02"	70.00'	21.14'	10.65'
15	15°46'39"	100.00'	27.54'	13.86'
16	90°00'00"	35.00'	54.98'	35.00'
17	41°35'55"	35.00'	25.41'	13.30'
18	45°34'40"	35.00'	27.84'	14.71'
19	90°00'00"	35.00'	54.98'	35.00'
20	90°00'00"	35.00'	54.98'	35.00'
21	89°59'45"	35.00'	54.98'	35.00'
22	90°00'15"	35.00'	54.98'	35.00'
23	13°06'29"	764.93'	175.00'	87.88'
24	12°34'12"	784.93'	172.20'	86.45'
25	9°09'49"	784.93'	125.54'	62.90'
26	21°44'01"	784.93'	237.74'	149.35'

PLAN PREPARED UNDER THE  
DIRECTION OF  
*Ross W. Barker* Sept 12, 1986  
ROSS W. BARKER RCE 32798 DATE

PSOMAS & ASSOCIATES  
CIVIL ENGINEERS 3420 OCEAN PARK BLVD  
LAND PLANNERS SANTA MONICA CA 90405  
LAND SURVEYORS PHONE 213 450-1217

PREPARED FOR:  
GASCON MAR LTD.  
600 B STREET, SUITE 1142  
SAN DIEGO, CALIFORNIA 92101

TENTATIVE TRACT NO. 44948

DATE	9-12-86	JOB NO.	MAR 102-02
BY	G. KOCH	SHEET	1
CHECKED	G. KOCH		
APPROVED	R. W. BARKER		



# Phasing

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## PHASE SEQUENCE

The Center will be constructed in several phases correlated to complete the entire development in the most expeditious manner for both the City and the Developer.

Development of the Center is expected to begin in 1987 and to be completed within the next five to seven years. The phasing of the project will begin with construction of utility systems and infrastructure, major entries, interior streets and master landscape improvements. The sequence and timing of subsequent improvement construction will reflect market demand.